

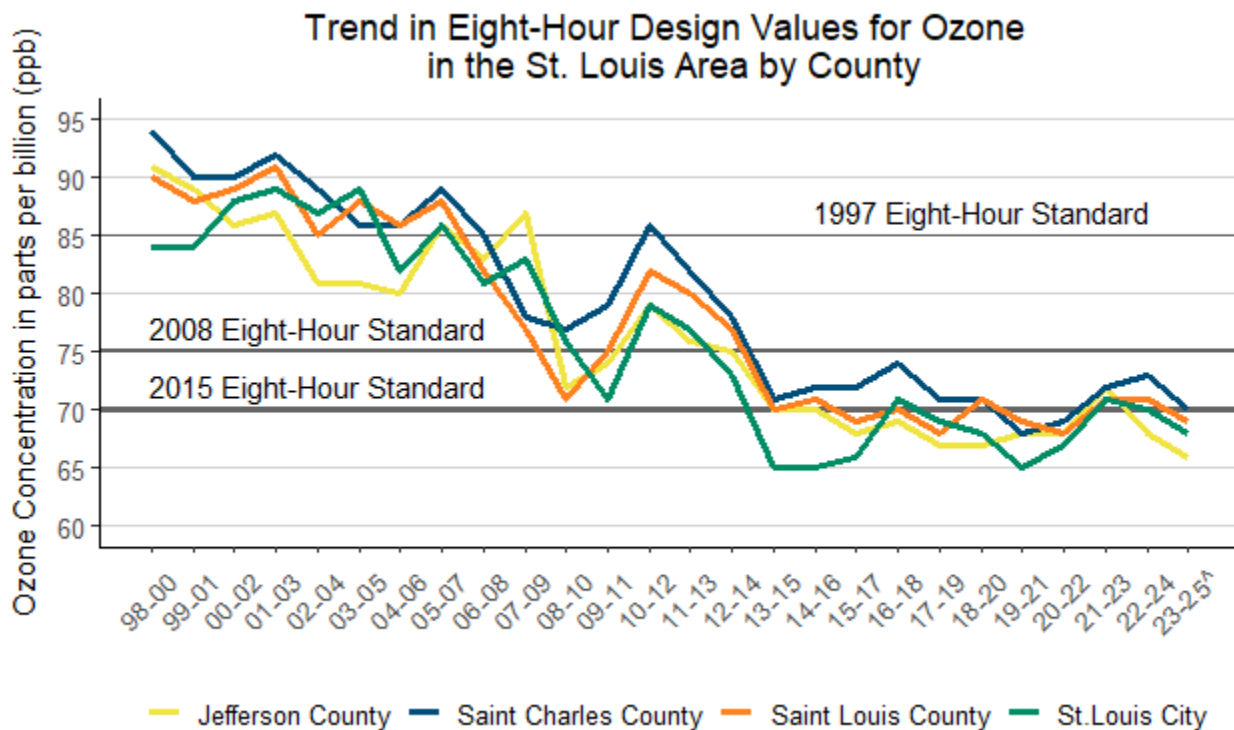


Annual Gateway Vehicle Inspection Program Report

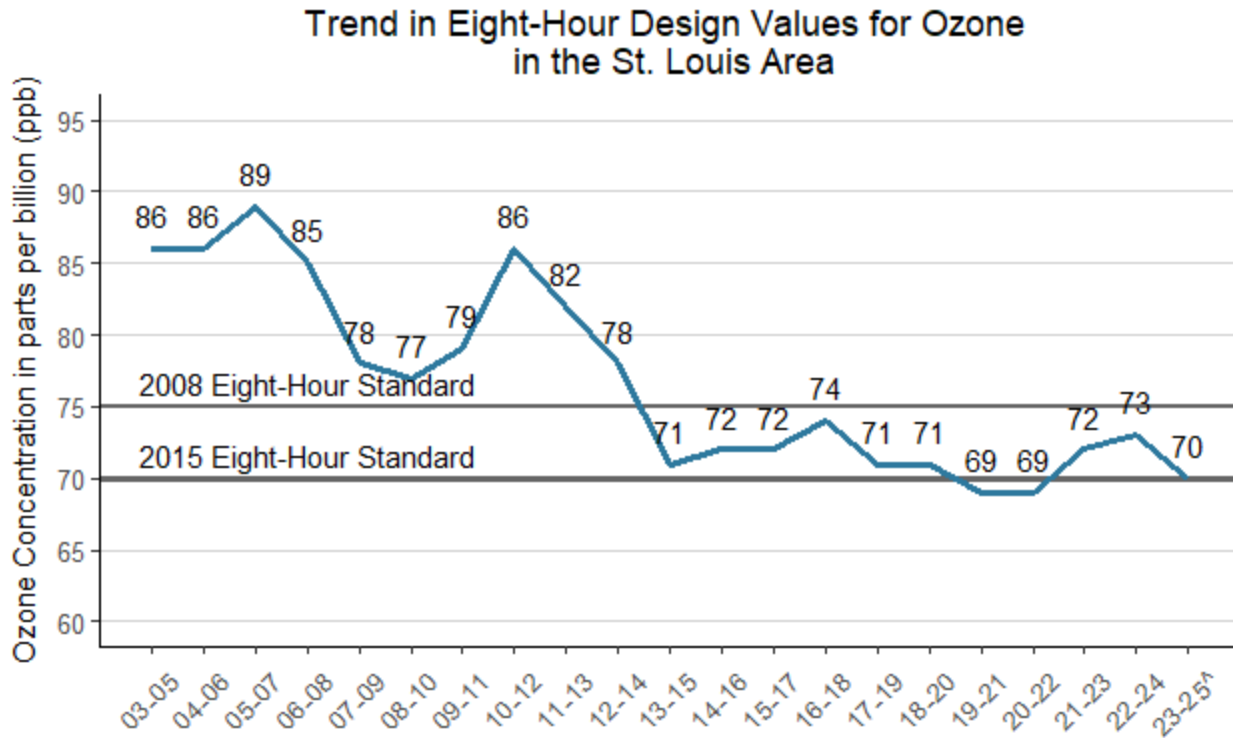
Fiscal Year 2025

Introduction

Pursuant to the Revised Statutes of Missouri (RSMo) 643.337.2, the Missouri Department of Natural Resources (department) and the Missouri State Highway Patrol (MSHP) are issuing a joint annual report on the status of the vehicle emissions inspection program, known as the Gateway Vehicle Inspection Program (GVIP). This report summarizes GVIP compliance and incidents of fraud during the 2025 Fiscal Year (July 1, 2024-June 30, 2025) and provides recommendations to improve oversight measures. Additional reports related to GVIP are available at: <https://gatewayvip.mo.gov/annual-reports/>.



[^]The design value for 2023-25 has not been finalized for the ozone season.



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Background

In the past, the St. Louis area historically experienced violations of the National Ambient Air Quality Standards for ground-level ozone, a strong lung irritant. The charts above show that ground-level ozone concentrations in the St. Louis area have steadily declined over the past 20 years. The decline in ground-level ozone concentrations comes after years of effort by the department, regulated facilities, and citizens working together to reduce air emissions.

Motor vehicles are a leading source of air pollution in the St. Louis area due to the large number of vehicles on the road and number of miles traveled daily. In an effort to reduce pollution from motor vehicles and to lower ozone concentrations, the department has overseen an inspection/maintenance (I/M) program for vehicles registered in the St. Louis area since the 1980s. There have been different versions of I/M programs in the St. Louis area over time. The current I/M program is the GVIP.

The Missouri Air Conservation Commission promulgated 10 CSR 10-5.381, “Onboard Diagnostics Motor Vehicle Emissions Inspection,” effective August 30, 2007. This rule established state regulations that the department and MSHP currently use to oversee and enforce the emissions testing requirements of GVIP. The department is the lead agency for emissions inspections and the MSHP is the lead agency for safety inspections.

The GVIP is a decentralized inspection program in which a contractor manages day-to-day

operations. Worldwide Environmental Products, Inc. (WEP) has held the contract to help implement the GVIP for the State of Missouri since June 12, 2017.

GVIP Contract History

The original contract was valid for four years and was extended in January 2021 for an additional two years. The contract received an additional one-year extension to January 4, 2024.

The State issued a request for proposal on May 5, 2023, which closed June 7, 2023. On November 13, 2023, the State awarded the contract to OPUS Inspection, Inc. (OPUS) for a period of four years. However, WEP protested the award on November 28, 2023. The State and WEP entered a contract extension until July 4, 2024, while the State evaluated the protest. On May 17, 2024, the State formally denied WEP's protest, prompting the State to begin working with OPUS on transition tasks.

On December 27, 2024, the State extended WEP's contract to January 21, 2025. On January 7, 2025, the State and OPUS mutually agreed to terminate the contract and rescinded the Notice of Award issued on November 13, 2023. The State awarded the contract to WEP on January 10, 2025, and issued the Authorization to Proceed on January 29, 2025. The State and WEP are working to complete implementation of the new GVIP by November 30, 2025.

GVIP Federal Actions

Until June 2018, the Environmental Protection Agency (EPA) had designated the counties of Franklin, St. Charles, St. Louis, and Jefferson, and St. Louis City as an ozone nonattainment area as they did not meet the federal health-based air quality standards for ground-level ozone. In June 2018, EPA redesignated the majority of Franklin County to attainment (excluding Boles Township) for the 2015 Eight-Hour Ozone Standard. Since that time, the department amended regulation 10 CSR 10-5.381 to exempt Franklin County from the emissions testing requirements. The exemption for Franklin County took effect July 1, 2022.

All ozone monitors in Missouri met the 2015 Eight-Hour Ozone Standard using 2019 to 2021 data; however, on April 13, 2022, EPA published a proposed rule in the federal register to identify all of the marginal ozone nonattainment areas and whether the areas attained the standard by their attainment date of August 3, 2021. The St. Louis area did not attain the standard by the attainment date and was reclassified to moderate nonattainment in a final action published on October 7, 2022. Furthermore, there was a preliminary ozone violation at the Alton, Il. air monitor during the summer of 2022, which prevented EPA from approving Missouri's maintenance plan and redesignating the area to attainment. During the 2023 ozone season, multiple monitors on both sides (Il. and Mo.) of the nonattainment area exceeded the 2015 Eight-Hour Ozone Standard. The EPA must, as an operation of law, bump up the nonattainment classification from moderate nonattainment to serious nonattainment, if any monitors in the area are violating the standard based on 2021 to 2023 monitoring data.

On November 25, 2024, the EPA published its final reclassification of the St. Louis area as serious nonattainment of the 2015 Eight-Hour Ozone Standard. On January 24, 2025, the Missouri Attorney General filed a petition for reconsideration and stay of the final reclassification rule with the EPA. On March 5, 2025, the EPA responded to Missouri's Petition

for Reconsideration and Stay of the Final Rule. In its response, the agency granted the petition, indicating it intended to conduct a notice-and-comment action to reconsider the determination. However, the response denied Missouri's petition with respect to the request for the administrative stay of the final rule.

Also on January 24, 2025, the Missouri Attorney General filed a Petition for Judicial Review in the United States Circuit Court of Appeals for the Eighth Circuit. On May 20, 2025, the Missouri Attorney General filed a motion to stay the reclassification rule. On June 6, 2025, the U.S. Circuit Court of Appeals for the Eighth Circuit issued an order granting a stay of the November 2024 final rule pending resolution of the case filed against the rule in that court. On June 20, 2025, the EPA proposed a rule to reconsider its November 2024 final rule to reclassify the St. Louis area from moderate to serious nonattainment.

On July 21, 2025, the department submitted comments to the rulemaking docket opposing the proposed reclassification. Unless and until the EPA finalizes its proposed reclassification or the Court lifts the stay, the area remains subject to the moderate ozone nonattainment area permitting requirements and is not required to submit a SIP revision to address the serious nonattainment area requirements pursuant to the Clean Air Act Section 182(c).

Station Licensing

As of June 2025, Missouri had 749 public and 30 private or government-owned active licensed GVIP stations and 4,168 active licensed inspector/mechanics. A current directory of licensed GVIP stations is available at: <http://www.missourigvip.com/Stations>.

Vehicle Inspection Data

Each licensed GVIP station performs vehicle inspections using a Missouri Decentralized Analyzer System (MDAS). This analyzer system sends real-time inspection information from inspection stations directly to the GVIP Vehicle Inspection Database (VID). The department, MSHP, Department of Revenue (DOR) and DOR contract license offices have access to the database through secure Internet connections. DOR contract license offices and the DOR plate renewal website use the real-time inspection information to verify if motorists have met the inspection requirements needed to register. During Fiscal Year 2025 (FY2025), GVIP stations conducted 765,380 initial emissions inspections.

The goal of the GVIP is to improve air quality in the St. Louis region by identifying and addressing vehicle emission related problems. There were 14,044 vehicles in FY2025 that failed their initial emissions test. This yields an initial compliance rate of 98.2%. Of the 765,380 vehicles that completed initial emissions inspections, 757,536 eventually passed, resulting in a final compliance rate of 99.0%.

Emissions Waivers and Exemptions

10 CSR 10-5.381(3)(K) enables the department to issue waivers and exemptions from GVIP requirements. Just like inspection results, waivers and exemptions issued by the department are

available for real time verification by DOR, DOR contract license offices, and the DOR plate renewal website via the VID.

Cost-Based Waivers

Granted by the department if motorists spend a specified amount on emissions-related repairs after the vehicle fails an initial emissions inspection and are still unable to pass the emissions test. During FY2025, the department received 364 repair and estimate of repair waiver requests. The department issued 112 cost-based repair related waivers and issued 49 denials or close-outs due to inadequate repairs or responses. The department issued 189 estimate-based waivers, which provide motorists two years to bring their vehicle into emissions compliance. The department denied or otherwise closed out another 14 estimate-based requests. In addition, 15 vehicles passed a post-waiver application emissions inspection after owners were told by the department that a retest was required as part of the waiver process. The department also investigated and approved 108 ‘Technical Waivers’ for vehicles unable to pass the emissions inspection due to vehicle communication software issues. The number of ‘Technical Waivers’ issued has increased recently as a result of more communication issues with newer model year vehicles.

Out-of-Area Waivers

Granted by the department for vehicles that are registered within the ozone nonattainment area but not driven in the area during the registration period. During FY2025, the department received 326 applications. The department issued 315 Out-of-Area waivers, primarily for businesses such as AT&T, Rottler Services Inc, and Torch Electronics. Of these applications, 11 were either denied by the department or determined unnecessary.

Reciprocity Waivers

Granted by the department for vehicles registered within the ozone nonattainment area but located in another state. These vehicles have to pass an equivalent emission inspection in that state. During FY2025, the department issued 59 reciprocity waivers.

Mileage-Based Exemptions

Granted by the department for vehicles documented to meet mileage waiver criteria as specified in the rule. During FY2025, the department received 2,171 applications, 448 of which came from motorists who visited the department’s St. Louis Regional Office. Department staff issued 2,157 Mileage-Based exemptions. Of these applications, department staff denied or closed 11 applications and deemed 3 unnecessary for various reasons (e.g. such as already passing an emissions test).

Data Oversight Methods

Real Time Inspection Data/Paperless Inspection Verification

Analyzer systems connect to the GVIP VID using an Internet connection, uploading the data immediately for inspection verification. Entities that use the VID for inspection verification include the department, MSHP, the contractor, DOR, DOR contract license offices and the DOR plate renewal website. This allows license offices to quickly identify fraudulent vehicle

inspection reports, deny vehicle registrations, and report issues of concern so that investigations can begin immediately.

Bulletin Messaging and Documents Menu

Each analyzer system contains a messaging program that allows the department, MSHP, and the contractor to contact GVIP stations, individually or collectively, to inform inspectors and mechanics about inspection procedures, billing reminders, and software updates. WEP has equipped each analyzer system with a “Document” menu, which will store and print GVIP regulations and fact sheets, as well as forms for comments, waivers, and exemptions. This has simplified the distribution of public information to inspection stations and to vehicle owners.

Technical Service Centers for Consumer Protection

Cost-based waivers allow a vehicle to be registered and operate for up to two years following a failed emissions inspection after receiving qualifying repairs. Therefore, the department strives to ensure repairs made to vehicles receiving a cost-based waiver are appropriate and beneficial. Through negotiated contracts, the department retains the services of approximately 11 vehicle repair facilities to serve as Technical Service Centers. These Technical Service Centers employ Missouri Recognized Repair Technicians who are certified by the National Institute for Automotive Service Excellence in specific areas, specializing in diagnosing the cause of a failing emissions test.

These Technical Service Centers:

- Diagnose readiness monitor issues with specific makes and models. This helps identify vehicles requiring special testing circumstances and smooths the path for future testing.
- Diagnose vehicles that received repairs but show no signs of improvement.
- Review work performed on vehicles and examine receipts to determine if repairs performed were necessary and performed as billed.
- Provide motorists with accurate diagnostic information on how best to repair their vehicle to pass an emissions test.

The department can deny cost-based waiver requests if reviews show repairs were not appropriate for correcting the emissions failure. Many times, the department works with shops that performed the initial repairs to reimburse the motorist or provide additional free repairs. Using Technical Service Centers reduces the number of cost-based waivers, thereby minimizing emissions from waived vehicles while also maximizing the number of fully repaired vehicles.

Equipment Oversight Methods and Tools

Laptop Audit Computers with Wireless Internet Access

Department and MSHP auditors use laptop computers with both analyzer system software and customized auditing software. These allow auditors to securely access the VID to conduct audits and review inspection records for all stations and inspector/mechanics while in the field. Once the auditors complete an audit, staff managers can immediately review audit results and generate summary audit reports from the inspection database. This allows for quicker department response when identifying fraudulent inspections and procedures.

Digital Cameras

Each inspection system includes a digital camera. The analyzer system's software requires licensed inspector/mechanics to photograph the rear license plate, the dashboard vehicle identification number, and the odometer. The inspector/mechanics attach these photographs to the vehicle inspection reports on the VID where they are available for review and comparison to previous inspection reports. Using the VID, the department and MSHP are then able to identify inspector/mechanics taking improper or no photos prior to inspections.

Fingerprint Readers

Each inspection system includes a digital fingerprint reader. The software requires licensed inspector/mechanics to scan one finger before beginning inspections. Fingerprint readers have dramatically improved enforcement efficiency by documenting and pinpointing inspector/mechanics conducting inspections improperly.

Enforcement

Station Audits

The department and MSHP conduct overt and covert audits of GVIP stations. During covert audits, the department uses a fleet of four vehicles altered to fail. These vehicles help the department assess the effectiveness of emission tests and prevent fraud at test stations. The MSHP also has a vehicle with defects to help MSHP staff evaluate safety inspections at stations. During FY2025, the department conducted 525 overt analyzer and 1,506 inspector audits. Additionally, the department conducted 57 covert vehicle inspections and 591 data audits of GVIP stations. MSHP conducted approximately 3,696 overt audits and 13 covert audits.

Trigger Reports

Once uploaded to the inspection database, inspection data becomes available to the department, MSHP, DOR and the state's contractor via an Internet-based reporting software suite. The department and MSHP are working with WEP to create the ability to run "trigger reports" to identify patterns in emissions or safety inspections that indicate deviations from state regulations. The trigger reports will provide evidence to initiate an investigation.

Clean Scanning

Fraudulent inspection activities, such as clean scanning (the illegal act of connecting an analyzer system cable to a different vehicle than the one identified on the inspection report in order to bypass the required test), violate the Clean Air Act. Fraudulent inspections are prosecutable by the U.S. Attorney's Office. The department and MSHP collaborate with the criminal investigation division of the EPA and the U.S. Attorney's Office on investigations of vehicle inspection fraud and inspection document falsification.

Enforcement Cases with Monetary Penalties

The department finalized two enforcement cases with monetary penalties during this reporting period. Both cases involved clean scanning violations.

Equipment Lockouts and License Suspensions/Revocations

The MSHP and WEP have the ability to apply an electronic “lockout,” which prevents an individual inspector/mechanic, or a GVIP, station from using their analyzer system(s). Lockouts can be implemented for a variety of reasons. Some common reasons for lockouts include completing an inspection without photos, performing excessive offline testing, failing an audit, using unauthorized equipment, or for lack of payment. During FY2025, the MSHP and WEP initiated 297 lockouts. The removal of a lockout occurs upon the completion of the license suspension or correction of the violation.

The department and MSHP continuously investigate additional GVIP stations and inspector/mechanics for improper inspection activities.

Oversight Results

The GVIP prevents registration fraud by investigating and identifying individuals producing fraudulent inspection reports. The department and MSHP continuously investigate additional GVIP stations and inspector/mechanics for improper inspection activities.

When implemented in 2007, GVIP introduced an improved auditing system, streamlining the department and MSHP oversight of safety inspections and testing of emissions-control systems. These oversight methods empower the department and MSHP to produce cost-effective audits, detect fraud, and enforce state regulations regarding safety inspections and emissions testing.

Recommendations for the Future

The department and MSHP continually strive to improve our ability to detect fraud and ensure accuracy of data. The department continues to move forward by identifying areas of possible improvement to the GVIP, including:

- Continue efforts to seek and prevent fraudulent inspection procedures and clean scanning. With ongoing improvements to the reporting system, and varied covert audit techniques, the department and MSHP will continue to improve our ability to identify improperly conducted inspections.
- Continue working with DOR to improve the registration process through identifying and preventing invalid registrations obtained with counterfeit inspection reports, ensuring individual licensing offices conduct proper verifications, minimizing problems or confusion with GVIP exempted vehicles, and minimizing issues associated with online registrations.
- Continue efforts to coordinate with DOR and the Missouri Attorney General’s Office Consumer Protection Division to bring enforcement action against used car dealers who fail to meet the requirements of RSMo. 643.315.4.
- Continue to investigate options to reduce the burden of the GVIP requirements from the City of St. Louis and Jefferson, St. Charles, and St. Louis counties.

Conclusion

The department and MSHP oversight has elevated GVIP to stand among the top vehicle inspection programs in the country. Thanks to GVIP and other efforts to control air pollution in the St. Louis area, design values for ozone continue to be at historic lows. In an effort to achieve higher compliance, the department and MSHP will continue working with WEP to refine the oversight tools needed to identify violations and improve enforcement capabilities. Both agencies will continue to ensure compliance with state statutes and rules, remove violators from the program, and work for the public health and safety by overseeing an inspection program that has proven value and integrity.